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HONGKONG, FRIDAY, OCTOBER 19th, 1900.

伍拜禮 號玖十月十年百九千壹英港香

PRICE \$2 PER MONTH

New Advertisements will be found on page 4.

THE
MALARIAL MOSQUITO
IS EFFECTUALLY
EXTERMINATED BY
THE JUDICIOUS USE OF
WATSON'S HYGIENOL.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
KILMARNOCK WHISKY.

This World-renowned.
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong at
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

**CUTLER, PALMER
& CO.'S**

Price \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TEAM-
WAYS COMPANY, LIMITED.**

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
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3.30 p.m. to 4.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
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Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 88 & 90, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA

**CYCLE
EMPORIUM.**

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptitude and skill.
Enamelling a speciality.

McKIRBY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUREN WIGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

JUST LANDED.
Ex S.S. "OLDENBURG."
KUPPER'S PILSENER BEER.
THE MOST POPULAR OF LIGHT BEERS: THERE IS
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS
BRIGHT AND SPARKLING.
CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
15, Queen's Road,
Hongkong, 13th October, 1900.

COTTAM & CO.
NEW AUTUMN GOODS.
AMERICAN BOOTS and SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS and EVENING GEAR.

LANE, CRAWFORD & CO.
(TAILORING DEPARTMENT).

WINTER SEASON.
LATEST LONDON FASHIONS.
NEWEST & BEST MATERIALS.

DRESS SUITS from \$85.
TWEED LOUNGE SUITS from 35.
NORFOLK JACKET SUITS from 35.
SCOTCH TWEED ULSTERS, for Travelling, from 50.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (New Victoria Hotel).

**SCHLITZ WORLD FAMED
BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG.

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

THE ROYAL PIANOS.
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE
TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE
FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LD.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to
THE IMPERIAL and ROYAL COURT at BERLIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

**UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED.)**

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum and
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
Superintendent ARCHIBALD RITCHIE.

37a) DODWELL & CO., LIMITED, General Managers.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,
TO-DAY (FRIDAY),

the 19th October, 1900, at 11 A.M., at the

HONGKONG and KOWLOON GODOWNS,

Kowloon,

12 LENGTHS CHAIN 24"

105 FATHOMS do 12"

7 PIECES do 12"

TERMS:—As Customary.

GEORGE P. LAMMERT,
Auctioneer.

Hongkong, 6th October, 1900.

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,
TO-MORROW (SATURDAY),

the 20th October, 1900, at 2.30 p.m.,

at his Sales Rooms, No. 8A, Queen's

Road Central,

Suit Lengths.

LADIES' DRESS MATERIALS.

SCARVES, TIES, SOCKS and STOCK-

INGS.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 18th October, 1900.

JUST LANDED.

FRESH AUSTRALIAN SELECTED

CREAMERY BUTTER (Green Brand),

FRESH AUSTRALIAN CREAMERY

BUTTER (in Glass Jars), FRESH AUSTRALIAN

LIAN CHEESE, American and English

FRESH PROVISIONS, CRYSTALLIZED

and DRIED FRUITS, and various kinds of

SWEETS. Prices Moderate.

JEEJEEHOY & CO.,
180, Hollywood Road.

Hongkong, 17th October, 1900.

TACK CHEONG LOONG,

NAVY & MILITARY TAILOR,
DRAFTER and OUTFITTER.

Garments made by hand; guaranteed

perfect fit. Hats, Shirts, Socks, Silk

Handkerchiefs, Boots, Shoes, &c., for Sale.

Now and Fashionable Goods. Prices very

moderate.

No. 65, QUEEN'S ROAD CENTRAL.

Hongkong, 18th October, 1900.

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Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality

and having Greatest

Durability and cheap-

ness.

JOSEPH GILLOTT'S

The Only

Award

Chicago, 1893

Numbers for use by Banks

Barrel Pens, 225, 226, 232

Slip Pens, 332, 333, 337, 340,

404, 7000.

In Fine, Medium, and Broad

Points

THE NEW TURNED-UP POINT, 1032,

2831

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

[44]

THE

PEAK HOTEL.

City Office: 7, Duddell Street.

[1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the

Tram Terminus.

Tel. 58.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMIL-

LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive

of BOARD and ATTENDANCE.

[45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-

agement.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899.

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HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-

ment is pleasantly situated in the centre

of PRAYA GRANDE, facing south, with a

charming view of the sea on the front. Com-

fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1919]

VICTORIA HOTEL.

SHAMEN—CANTON.

THIS FIRST CLASS HOTEL having

been thoroughly renovated, and a new

specialty built 3 Storey wing added to it, now

affords splendid Accommodation for 40 to 50

visitors.

The Bed Rooms are airy and comfortably

furnished and the Dining and Sitting Rooms

are spacious and replete with every convenience

for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on

their arrival and departure.

Telegraphic address "VICTORIA, Canton."

A. B. C. and A. I. Codes used.

MADAB & FARMER, T. F. DA CRUZ,

Proprietors.

Hongkong, 16

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &
SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS & CO.,

OF LONDON, Oporto & Xeres;

the name of which firm is the

HALL-MARK and GUARANTEE of
EXCELLENCE.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY.

BIRTH.

At Singapore, on the 6th October, the wife of JAMES H. CARROLL, of a son.

DEATHS.

At Bay View, Kowloon, on the 14th October, MARION MIXIE, the beloved wife of John I. PLUMMER, in her 55th year. Deeply regretted.

On the 7th October, at home, JOHN COLIN CAMERON, of the Hongkong and Shanghai Banking Corporation, son of the late John CAMERON, Singapore.

At Gaya Island, B. N. Borneo, on the 18th September, FREDERICK SAKET, second son of the late James L. NEUBORNER.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 19th, 1900

Among the Trade Reports issued by the Imperial Maritime Customs there is an extremely instructive article on the trade of Kiao-chow for 1899, written by Mr. E. OHLMER, Commissioner of Customs at Tsingtao, which shows well the good work done by Germany in her new acquisition in Shantung. The head office of the Kiao-chow Custom House, it will be remembered, was established at Tsingtao, the chief port in the German territory, by desire of the German Government last year. Of this port Mr. OHLMER says:—"Tsingtao, formerly a 'poor fishing village, of no use for the commerce of the bay, owing to its greater distance by land and by water from the principal inland marts than the other inter-bay junk ports, is rapidly being transformed into a beautiful modern city, which gives promise of soon rivaling in many respects the finest cities in the East. An extensive system of drainage and fine wide streets are being blasted out of the solid rock; electric lighting, telephone, water-works, afforestation, are all being rapidly pushed forward; commodious houses, fine hotels, offices, and workshops are springing up in every direction. The former Chinese inhabitants have been bought out and moved to a neatly constructed model town, with wide streets and proper drainage, in the neighbourhood of the inner northern harbour. Thus, with the Chinese population living apart under healthy con-

ditions, and everything possible being done for sanitation generally, with a magnificent climate to boot, and with fine sea-bathing and a lofty mountain range suitable for summer retreats in close proximity, Tsingtao bids fair to rival all other ports in the East as a health resort."

As a commercial port, too, Mr. OHLMER sees great promise for Tsingtao. Hitherto it has suffered from unprotected anchorages and lack of wharf accommodation, but these disadvantages will soon be things of the past. Two new harbours, with ample wharves, are being constructed, and the smaller is expected to be ready at the end of the present year. The railway now building will have its terminus at Tsingtao and will run to the rich north-western part of Shantung province, from which the British at Weihaiwei are debarred. "The railway and new harbour," says Mr. OHLMER, "should doubtless enable produce of the neighbourhood to be placed on board ship at Tsingtao cheaper than it can now be put on board junks at the inter-bay ports; and the creation of a better and quicker market should, by enhancing supply and demand, likewise tend to increase the prosperity and, with it, the buying power of the neighbouring regions." The report goes on to state that if anywhere in China the railway will work wonders in Shantung, and that its inauguration will be followed by an unlooked-for development of trade and local prosperity. The spirit of opposition to the railway, due at first to ignorance, is now on the wane. The country people, Mr. OHLMER says, are beginning to realise that but for wages earned on the railway and other public works, they would have starved last winter. "Confidence in the fairness of the railway and other authorities, once established, there should be less opposition to railway projects here than there was at the beginning in Europe."

Mr. OHLMER's report is one which can be read with profit by all interested in trade with China. The sketch which he incidentally furnishes of German methods at Kiao-chow is instructive and presents many points which in Hongkong may well consider. To mention nothing else, the treatment of the housing of the natives question is one in which the German colony is a long way ahead of us. And yet it is mere carelessness which has allowed Hongkong and Kowloon to drift into their present condition. There is an Ordinance and there was land capable of reservation, but the former has not been enforced, and the land has been disposed of in a reckless manner. Our Government has neglected a most obvious duty, and yet scarcely anyone has troubled to protest.

F. H. Woolford, a seaman on board the *Monterey*, was yesterday fined £5, or seven days, for being disorderly in Ship Street the previous evening, and \$10, or 14 days, for assaulting a Chinese woman.

In another column to-day appears the first of a series of articles entitled, "Through South Africa," specially contributed by Mr. ARNOT REID, late editor of the *Straits Times* and author of the popular book "Through Siberia."

Fung Fun, a carpenter employed at the Cement Works, when into the Cheung pawa-shop at Hungnam on Thursday to pawn a pair of shoes. When asked for his name and address he was indignant, and began to make such a noise that a large crowd collected round the door of the shop. An Indian constable appeared on the scene and took him into custody, with the result that he is now doing time in Victoria goal.

On Wednesday morning a Chinaman who was engaged with other coolies in carrying coal from the junks to the coal heap near the torpedo depot was observed by P. C. Morgan to throw some of the coal in the water when near the side. He arrested him and found that there were about two hundredweight of coal in the water. This is a common practice among the coal coolies. They throw the coal into the water and dredge for it afterwards. Yesterday the coolie was sent to prison for a month.

On Thursday night two chair coolies were settling their differences by belabouring each other in Queen's Road Central, opposite the Hongkong Hotel. A crowd surrounded them. An Indian constable took both into custody. When taken before Mr. Hazledine yesterday one of them said: The second defendant broke my chair, but I did not fight. The second defendant said: I accidentally knocked against the first defendant's chair, but we did not fight. They were each fined \$3, or 14 days.

Mrs. McRae, of No. 1, Leighton, Hill Road, appeared at the Magistracy yesterday to charge her servant boy with leaving her service without notice. She said that the defendant came to her in March or April, and left at the end of the latter month without saying anything. On Tuesday she saw him at Mrs. Buller's next door. The defendant said that on receiving his wages he went home to see his wife. While he was at her house he fell ill and his wife told him to stay with her. He stayed with her two or three months, and when he was better he went to Mrs. Buller's. While there the complainant saw him. She accused him and said she would summon him. When in her service he used to abuse him and call him a Chinaman. His worship: Did you say that to him? The complainant: No, your worship. I never use that word. A fine of \$5, or 14 days, was imposed.

One fresh plague case and one death were reported in the 24 hours ending at noon yesterday.

The replayed final tie of the Warren Challenge Shield at Singapore on the 9th inst. ended in the 35th Co. R.A. defeating the 12th Co. R.A. by 2 goals to nil.

A Mr. Darbyshire has supplied the Japanese Government with six couples of carrier-pigeons bred in his loft at Farnworth, Lancashire. They are to be introduced in the army and navy of Japan.

The match yesterday evening between the Hongkong Hockey Club and the officers of the Royal Artillery was drawn at 2 goals all. The game was fast and even, and the R.A. only scored their equalising goal within a few minutes of time.

The many sea-going friends of Capt. Reid in Hongkong will regret to hear that he is in the General Hospital at Penang, suffering from wounds alleged to have been inflicted on him by a Siamese, supposed to be insane, while his steamer, the *s.s. Cornelia*, was at anchor in the harbour.

At a land sale held a few days ago by a local firm of auctioneers at Singapore, five building allotments at Mosque Street, off South Bridge Road, containing an area of 6,500 square feet, came under the hammer at \$2 per square foot. Twenty-two allotments at Race Course Road, 43,560 square feet in area, realised \$1.198.

During the year 1899 205 foreign vessels, of 186,596 tons, entered, and 204 vessels, of 183,025 tons, cleared at Tsingtao. 129 (111 of the subside mail line) were German, 41 British, 14 Russian, 11 Japanese, 3 American, 3 Chinese, 2 Norwegian, 1 Danish, 1 Korean. 457 sea-going native junks entered and cleared during the six months.

At the Harbour Office yesterday, before the Hon. Basil Taylor, an enquiry was held into the circumstances connected with a charge of the neglect of duty against Pang Kwa, master of the steam launch *Guiding Star*. It was stated that as the *Guiding Star* was leaving Pailder's Wharf a yellow launch was steaming westwards. The *Guiding Star* did not give way but forced the yellow launch close upon the bows of another steamer, starboarded helm and following close along side; then ported and passed under stern. The defendant acknowledged the truth of this, and his certificate was ordered to be suspended for two months.

On Wednesday afternoon an Indian constable found three coolies fighting in Morrison Street. They were battering one another with all their might and emphasising their blows by shouting at the top of their voices. He drove them away but they came back again and renewed the battle. He accordingly took them into custody. When before Mr. Hazledine yesterday they made the following statements:—No. 1: I did not fight; I was assaulted by the second defendant and his friends. No. 2: I did not fight. The first defendant and his friends knocked away my money. No. 3: I say the same as the second defendant.—Each defendant was fined \$3, or 14 days.

The proposal of the Straits Settlements Government to build a lighthouse on Palan Aor "as a point to make for in entering Singapore from the eastward," has been unfavourably received by many of the shipping people at Singapore. Referring to the subject in its issue of the 10th inst. the *S. F. Press* says:—A Master Mariner of many years experience out here pooh-poohs the idea, as a lighthouse, he says, is quite unnecessary there. The island is 2,000 feet high and cannot possibly be overlooked, except in weather too thick to see such a looming mass; then a lighthouse would be no good, as that would not be visible. There are no surrounding dangers, the island rising sheer from the sea, without shoals or rocks near. As for it being a point to make for, he says he has already provided the Anambas, less than a hundred miles away, from where a course can be set for the Straits. "If the Government want to spend money on lights," continued our friend, "Why not put one on the Blenheim Shoal? That is outside the range of the One Fathom Bank light, and is always a source of anxiety to ship-masters."

At the Harbour Office yesterday, before the Hon. Basil Taylor, an enquiry was held into the circumstances connected with the collision between the steam launch *Evening Star* and cargo boat No. 347.—The master of the cargo boat said: About 7 p.m. on Friday, the 12th inst., I left the Harbour Master's Wharf empty to go to Wanchai. When I was close to Butterfield and Swire's East buoy I saw the *Evening Star* on the starboard quarter standing straight towards me. I hailed him to stop, but he kept straight on and collided with my starboard quarter, capsizing the cargo boat and tearing the sail. The launch did not attempt to keep out of my way, nor did he, so far as I could see, reverse his engines. I had a light lift five feet above the port quarter.—The second master of the *Evening Star* said: I was steering the *Evening Star* at the time of the collision at about 7 p.m. I left Pailder's Wharf for Kowloon, and when about half way across the harbour I saw the cargo boat about one and a half miles off, away showing no light, so far as I could see. I blew my whistle and went astern with engines, but did not try to go under her stern, being afraid of colliding with another launch which I saw the other side of the cargo boat. I struck the cargo boat on the starboard side with my port bow. She did not capsize, but was only carried away to port bodily.—The certificate of the master of the *Evening Star* was suspended for two months.

The disabled China Mutual steamer *Yangtze* has been towed safely to Singapore by the Company's vessel *Teehai*.

The Lieut.-Governor of New Guinea, when interviewed lately at Sydney with reference to affairs in that possession, said that steady progress was being made in the Colony. He was favourably impressed with the prospects of the country, which would, he was convinced, become a lucrative asset of the Australian Commonwealth.

The *Glasgow Herald* states that the British Admiralty would issue specifications for four first-class armoured cruisers last week. Two prominent English and two Clyde firms would not be asked to tender, as they could not give prompt delivery. The chief dimensions of the new cruisers are 9,800 tons, length 440 feet, breadth 60 feet, speed 20 knots.

The pearl and pearl shell statistics of West Australia for 1899 show that there were 179 vessels engaged in the industry, and their aggregate tonnage was 2,707. The number of men employed was 1,165, of which total 891 were Asiatics. The pearl shell raised totalled 720 tons, valued at £39,478, and the value of pearls found was £15,529. All these figures show a steady increase since 1896.

Referring to impending changes in the Hongkong and Shanghai Bank Staff at Colombo, the *Ceylon Observer* says:—"On Mr. Wilson's arrival here, Mr. J. D. Taylor will leave for the Far East. Mr. Taylor's departure will be regretted by those who have had experience of his management of the local branch." It has been decided, we hear locally, that Mr. Taylor will revert to his former appointment as accountant of the Singapore Branch of the Bank.

A private letter from Penang has this:—"Mr. Cheah Choo Ewe, an ex-partner in the Opium Farm with Chen Eok, has offered Tuck \$10,000 to complete his education provided that he studies leprosy as a special study prior to coming out." Tuck "in the above is Goh Lean Tuck, a Penang Queen's Scholar, who got high honours at Cambridge and is now a scholar at St. Mary's Hospital. The Queen's Scholarship being only for four years, this generous offer will enable him to complete his course."

According to the *Novos Vremya* the work of repairing the damage done to the Russian battleship *Sevastopol* during her gun trials was so far advanced by the middle of September that she would be ready to start for the Far East by the end of the month in company with the *Poltava*, battleship, which has also been ordered out. The *Sevastopol* and *Poltava* are sister ships of 10,600 tons, and a speed of 17 knots. They each carry four 12in., 12 6in., and 38 smaller guns, including machine guns.

On the 9th inst. while the steamer *Vorwarts* was a few miles from Singapore on her passage from Sarawak one of the Chinese passengers forced open the box of another, and took \$80 from it. When discovered, the thief was handcuffed, and left on the foredeck to await daylight guarded by a sailor and the owner of the box. At 4.30 a.m. the thief suddenly jumped overboard, without anybody being able to prevent him, when the alarm "man overboard" was given. The engines were immediately stopped, the ship was turned round, and a boat lowered, with a man ready to pick him up. The ship for about 20 minutes was steaming about the spot where the man was supposed to have gone overboard, but no sign of him was seen, although it was a bright moonlight night, and the sea quite smooth.

Among those who are to receive the V.C. for conduct in the South African campaign is Sergeant Arthur Herbert Lindsey Richardson, of Lord Strathcona's Corps, whose claims have been submitted for her Majesty's approval, for his conspicuous bravery at the action at Wolfes Spruit, about 15 miles north of Standerton, where on the 5th July a party of Lord Strathcona's Corps, only 35 in number, came into contact, and was engaged at close quarters, with a force of 80 of the enemy. When the order to retire had been given Sergeant Richardson rode back under a very heavy cross-fire and picked up a trooper whose horse had been shot and who was wounded in two places, and rode with him out of fire. At the time when this act of gallantry was performed Sergeant Richardson was within 300 yards of the enemy, and was himself riding a wounded horse.

The *Novos Vremya* states that the vast increase of correspondence by post and telegraph between European Russia and Siberia has for some time past demanded that some special measures should be taken to cope with it. The old postal telegraph service has been found quite inadequate, even for the ordinary everyday needs. The officials, overwhelmed with work far beyond their powers, have been quite unable, in spite of all their efforts, to perform the duties required of them. Not only were the officials too few, but also the instruments and wires. In the old days the demands on them were subject to a gradual annual increase, but for some time past the demands have become daily more and more pressing. The public has naturally complained of the extremely unsatisfactory nature of the telegraphic service, but the officials were not to blame. Suddenly the disturbance in China arose; the main line was then occupied almost exclusively with Government despatches, other messages accumulated in heaps and had finally to be sent on by post. The matter is now receiving the special attention of the Government. In July the laying down of additional wires was commenced, and officials and skilled workmen have since been hurried from all parts of Russia, so that more adequate accommodation might be available as soon as possible. The Siberian papers already report an improvement.

Native-born Australians have for long objected to being called "Colonials." With the constitution of the Commonwealth the term will disappear, for the present "Colonies" will be called "States."

The *s.s. Sabina* has been wrecked in the Sulu Sea, and all the crew and passengers, numbering some 60 persons, have been drowned. A reef near Pearl Bank is supposed to have been the place where the vessel struck.

Strong condemnation was passed by the organs of all parties in the German Press on the policy of the Government in placing the new issue of Four per Cent. Imperial Treasury bonds, to the amount of £4,000,000, on the American market.

Dr. Middleton, the Municipal Health Officer at Singapore, who has just returned from nine months' leave in Europe, has been asked by the Council to accept another three years' engagement at a monthly salary of \$500, with exchange compensation, and the usual transport allowances. The matter is *sub rosa*.

The police of Cincinnati state that there are two lovers in that city who have been engaged to be married for the last fifteen years. This postponement of the fateful plunge, however, is not due to the prospective bridegroom being a laggard in love; still less is it due to the bride proving unduly coy. The simple explanation is that no time has occurred during the above period when they were both out of prison at the same time.

The Earl of Howe, whose death was announced in a London telegram of the 28th ult., was born in 1822. He served in the Kaffir War in 1852; was military secretary to the Commander-in-Chief in India, 1854; A.D.C. to Sir George Cathcart at the siege of Delhi 1857. Major, Grenadier Guards, 1861-4; General, 1880, retiring next year; and Lord Lieutenant of Leicestershire since 1888.

Overcome by unhappiness at the success of the British arms, the *Echo de Paris* proclaims that England could never have conquered the Republics without the aid of "goillias" from Australia. It is perhaps not unnatural that the *Echo* should be unable to keep Parisian jealousy quiet. But the French can never get over our insular wickedness in colonising successfully. Colonial loyalty is so uncontinental.—*Globe*.

Rumour has it, says the *Straits Times*, that some native regiments will soon be raised in India for service in the Colonies, to take the place of European troops, and that Singapore and Mauritius are to be the first to have the new regiments. The Home authorities expressed the desire that India should raise these battalions for local service only, and a difference of opinion on this point with the Government of India delays the issue of orders regarding the new regiments.

The Hon. J. O. Antonides, a son of Mr. J. E. Antonides, secretary of the Municipal Council, Galle, has just been appointed Treasurer in the Straits Settlements Government, with a seat in the Executive and Legislative Councils of the Colony. This gentleman received his early education under his father and afterwards entered the Royal College (then the Academy). He is a *Senior Optime* of St. John's College, Cambridge, and entered the Straits Civil Service in 1883.

Mr. Winston Churchill, *Unity Fair* says, has probably made a better thing out of the Transvaal War than anybody else. He has drawn a larger salary than has ever been heard of before for a war correspondent. He has accepted an offer of £10,000 to lecture in America. His book will have an enormous sale. He has made a journalistic reputation that is worth a big income; he has gained a position as a public man, and he has earned a safe seat in Parliament. All this in his twenties!

The China crisis has given a push to business at Pulo War through the increasing number of men of war calling there to coal, says the *Penang Gazette*. Provisions are harder to get owing to the island depending upon importation from Penang and Singapore. Thus the Russian vessels at Pulo War run so short of tinned milk that they had to turn to Penang. There all the stocks of preserved milk were bought up on Russian account. The coal trade of the island thrives through Portuguese, French, and Russian war-vessels calling.

For many years it has been reported that Acheen possesses treasures in its soil. On the west coast there are said to be large beds of coal eight to nine miles from Malakka. Mr. de Langen, Resident of Acheen, advised, several years ago, that the Government should send experts to hold a survey, which would cost a few thousand guilders only. It is unknown, the *Straits Times* says, whether this survey has taken place, but if not it is felt in Holland that the time has come to begin to render Acheen productive, in order to bring some compensation for the expense of the Acheen War.

The *Indian and Eastern Engineer* of September contains a detailed description of the Cavery Power Transmission scheme for the Mysore Gold Fields, which, when completed, will be one of the longest power transmission schemes ever carried out. Four thousand h.p. will be delivered to the Mysore Gold Fields, a distance of 93 miles from the generating station. The potential used on the transmission lines will be practically the limit at which it has been found feasible to operate electrical currents, i.e. 30,000 volts. The whole of the electrical apparatus and transmission lines are to be supplied by the General Electric Company of San Francisco, U.S.A. at a cost of \$4,140,041 and to be in running order in less than 20 months from the date the contract was signed on the 15th of July last.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

THE TROUBLE IN KWANGTUNG.
Admiral Ho has commenced his advance upon the rebels. No other news is to hand from the other side to-day.

GENERAL NEWS.

London, 17th October, 6.25 p.m.

THE NEW LORD CHIEF JUSTICE.

Lord Alverstone has been appointed Lord Chief Justice, in succession to the late Lord Russell of Killowen.

YOUNG DUTCH QUEEN'S RETROTHAL.

Queen Wilhelmina has been betrothed to Duke Henry of Mecklenburg-Schwerin.

REUTER'S SERVICE.

London, 16th October.

SOUTH AFRICA.

It is officially reported that General French has left Mafeking and is on his way to Heidelberg to clear the country. Col. Mahon in command of the mounted infantry has engaged the enemy successfully, but with the loss of Capt. Taylor of the "M" battery, Lieutenants Wylam and Jones of the 8th Hussars, and eight men killed, and three officers and 23 men wounded. General French has occupied Carolina.

CHINA AND THE POWERS.

A note from M. Delcasse covers much of the same ground as the German note, but proposes various specific measures, including the establishment of permanent posts to keep open the route to Peking from the sea. The Powers have generally assented, with the varying reservations.

London, 18th October.

THE ELECTIONS.

The Election, with the exception of the returns from the Orkneys, is finished; 383 Conservatives, 68 Unionists, 185 Liberals and labour candidates and 93 Nationalists have been elected. The Government majority at date is 132.

THE NEW LORD CHIEF JUSTICE.

Lord Alverstone, formerly Sir Richard Webster, has been appointed Lord Chief Justice of Great Britain.

THE NETHERLANDS—RETROTHAL OF QUEEN WILHELMINA.

Queen Wilhelmina is betrothed to Duke Henry of Mecklenburg-Schwerin.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 17th October.

REQUIEM MASS FOR BISHOP CHAUSSÉ.

A Requiem Mass was sung at 8.30 this morning in the Roman Catholic Chapel, Shum-reen, for the repose of the soul of the Right Rev. Bishop Chausse of Canton, who died in Hongkong. The Consular Body, the Commanders, officers and marines of gunboats, heads of mercantile firms, and some residents of Sham-reen were present at the ceremony by invitation. General Li, commander of the Kwong Hip native regiment, accompanied by his guards also assisted at the service, representing the Acting Viceroy Tak Sow.

CHINA'S INDEMNITY.

The *Times* of the 17th ult. says on the question of an indemnity to be paid by China:—A money indemnity, strongly enough, was amongst the last suggestions which Li Hung-chang, Prince Ching's reputed colleague in the conduct of the negotiations, laid before the Consuls of the Powers before he left Canton in July. We have already stated our opinion on that proposal. Reasonable compensation for losses and expenses actually incurred may rightly be required from China. But this country at least, and those who suggest that they should accept blood-money for the lives of their murdered citizens. We shall accept punishment of another and of a more effectual kind, unless we are false to all our principles and to all our traditions. It is unworthy of a great State ever to accept money alone as sufficient reparation for the lives of her subjects. In China it would be not only unworthy, but unjust, and impolitic. These murders have been primarily the work of the falling dynasty; and the effect of imposing a heavy indemnity upon China would be to fill, and not to empty, the pockets of these classes. They would be the classes to raise the indemnity from the people, and they would infallibly raise enormously more than was required and retain the balance for themselves. We should by such a step enrich the Mandarins and put a fresh lever into their hands for stirring up hatred against the foreigners who had imposed so crushing a burden on the land. But the objections to such a course are not confined to China alone. The work of raising a heavy money indemnity would almost certainly give rise to financial operations of an international kind which might readily lead to misunderstandings between certain of the Powers. Operations of that kind have given rise to grave suspicions and to serious friction in the past. It is most undesirable that any pretext should be created for renewing transactions of the sort at the present time.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Sumner* of Japan arrived at Vancouver at 8 a.m. on Wednesday, the 17th inst.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left Shanghai for this port on Thursday morning, the 18th inst., at daylight.

The C.M. steamer *Chang Wo*, from Glasgow and Birkenhead, left Singapore for this port on Thursday, the 18th inst., and may be expected here on or about the 25th inst.

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Hongkong, 23rd September, 1891. [2483]

SCIENTIFIC MISCELLANY.

**ALGIN—A TRIUMPH OF SCIENCE—LIFE IN
METALS—FLOUR FROM THE TROPICS—THE
RED COLOUR OF PLANTS—GLOBULAR LIGHT-
NING—EARTHQUAKES NOT FAVOURABLE TO
SKY-SCRAPERS—SEA-WATER GOLD AGAIN—
FIRE-RESISTING HOUSES.**

The many uses that are being found for algin, a gelatinous product discovered a few years ago by Mr. E. C. Sanford, are giving rise to great expectations of wealth from ocean waste. When sea-weed is steeped in sodium carbonate for twenty-four hours it becomes a mass having fourteen times the viscosity of starch and thirty-seven times that of gum arabic, and on filtering this gives soluble algin, or sodium alginate, and a residuum of cellulose. Algin may be pressed into a cheese-like cake, which may be kept indefinitely in a cool drying-room. This remarkable material has already proved valuable for sizing fabrics, as a mordant in dyeing, as a food in thickening soups, or for conversion into jelly, as a preventive of boiler incrustation, with sea-weed carbon as the best non-conducting covering for boilers, and in combination with iron as a remedy for hitherto incurable anaemia and chlorosis. Algin cellulose, or alginate, is also proving useful, as it can be hardened, turned and polished, makes an excellent transparent paper, and is a cheap insulator for electricity.

Not conquest of arms has elevated Queen Victoria's reign above that of all other monarchs, but conquest of disease. This reign, the Public Health Committee of Edinburgh points out, has been pre-eminently one of reform, the Factory Acts having eased the hard lot of children by forbidding long hours of toil, the repeal of the Corn Laws having brought cheaper and better food, while improved drainage, better water supply, improved dwellings, shorter hours of labour, and the increase of parks, have brought improved health. With better health has come increased resistance to infectious disease. The deaths from consumption in England and Wales have fallen from 38 in 10,000 in 1838 to 14 in 1894, and it is absolutely safe to say that the diminution of the different forms of tuberculosis alone is now saving more than 100,000 lives every year in the British Isles.

Normal air is found by A. Gantier to contain 210,000 of hydrogen, which is added to by exhalations from soil, plants, animals, etc.

Some interesting life analogies in inert matter, which may even be regarded as constituting an elementary form of life, have been pointed out by C. E. Guillaume. These include the fatigue of metals and changes to resist destructive forces. An illustration of the latter is the hardening of a metal at the point of constriction just before breaking, and this effect is so marked that if the bar, before actual rupture, is turned down to a uniform diameter, it will invariably break, at some other place if then subjected to a breaking load. Even more striking is the protective change of the gray iodide or chloride of silver in the Becquerel process of colour photography. The silver salt takes the colour of the light striking it, and thus reflects the radiation that, if absorbed, would destroy the salt by reducing it.

Banana flour is a food whose value seems to have been overlooked in Europe and the United States. This banana was estimated by Humboldt to be 48 times as nutritious as the potato, and Crichton Campbell has found it 25 times as nutritious as the best wheat bread. Analysis has shown the nitrogenous matter of the flour to be about the same as that of wheat flour. Banana flour, sold under the name of Mesurina, is extensively manufactured in Central America, Colombia and Venezuela, and is used like ordinary flour, except that its lack of gluten suits it for bread. It is especially recommended for children and adults with weak stomachs. A teaspoonful in a cup of chocolate or cocoa facilitates the digestion of these drinks, and a sustaining drink is said to be made by adding a teaspoonful to an egg-yolk beaten up in milk and sweetened with sugar.

The red cell-sap of plants has been lately found by Overton to depend upon the presence of sugar, an interesting test being to grow two plants of the ordinary bladderwort in separate dishes of water containing different proportions of sugar. Low night temperatures favour the development of such colours, and this is thought to account for the reddish coloration of alpine species and the yellowish-red tints of evergreen leaves in winter.

A new English idea in decorating and lighting is the placing in walls of transparent panels faced with photographs of famous pictures, through which filter subdued electric light.

An attempt to explain the mysterious phenomenon known as "globe lightning" has been made by Prof. Max Toepler, inventor of a well-known electrical machine and discoverer of the stratified brush discharge. A study of all published records leads him to the conclusion

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Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe nor from what cause, that cannot immediately be relieved and permanently cured by Little's Oriental Balm. People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fate. They come to believe that there is no such thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost useless. To all such we say, try Little's Oriental Balm faithfully and patiently, and you will soon rejoice at the return of your precious health. Many a person was cured through Little's Oriental Balm by the use of a single bottle, others have used from 3 to 6 bottles to obtain the same result. In only very rare and exceedingly obstinate cases were more than 6 bottles necessary. Sold at Rs. 1 per bottle. Agents for Hongkong:—THE VICTORIA DISPENSARY, LD. [262-35]

that this is a form of continuous atmospheric discharge similar to the "brush or discharge" of the laboratory. A lightning flash leaves behind a track of heated and possibly ionized air, along which follows for some time a slow continuous discharge, causing a glowing for several seconds or even half a minute of any point of the track offering efficient resistance. Motion of the track from wind or electrostatic forces may give the usually described travelling of the fireball. Another lightning flash often follows, and the thunderclap is usually reported as the explosion of the ball. Damage from globe lightning should not be great, its current strength being found to range between 2 and 20 amperes, while that of an ordinary flash may reach 10,000 amperes.

In the earthquake measurements carried on for several years by Prof. Orzari, a horizontal pendulum seismograph has been fixed to the top of the brick wall of the Tokio Engineering College, another being placed on the ground. In the five years ending with 1898 ten moderate earthquakes were recorded. The records show that an earthquake of slow vibrations (those lasting about half a second) caused practically the same motion in both places, while one of rapid vibrations caused twice as great motion at the top of the wall as on the ground. It is noticed that destructive earthquakes generally damage only the upper story of two-storied buildings.

A new British scheme for making sea-water give up its gold consists in collecting the water in tanks, rendering it alkaline with caustic lime, and after settling, removing the sludge for the extraction of the metallic gold therefrom by ordinary methods.

Houses are made incombustible in Russia by painting with a solution of aluminium sulphate followed by one of potash. Sulphate of potash is formed and insoluble alumina is precipitated in the pores of the wood.

FROM MR. L. CECIL RHODES.

When a man tells us that he has had neither bite nor sup for twenty-four hours it is hardly needful for him to add that he feels faint and hungry. We infer that, and order him a "go" of hot soup and something solid to follow off the joint.

On the same lines of reasoning: after Mr. L. Cecil Rhodes, of 11, North Street, Prospect Road, Tunbridge Wells, writes—as he did on the 22nd of June, 1898—that he had suffered for many years from indigestion and deranged stomach, he might have omitted to mention that he had been a weak and low-spirited man.

For there is no complaint which has so direct and damaging an influence on the mind as dyspepsia. Indeed, it is virtually a fact that the stomach is the seat of the affections and sensations if not of the intelligence. Before you say "Stuff" or "Bosh" to this, I advise you to consult the authorities—the highest and best of them.

Well, Mr. Rhodes, for his part, goes on to mention other points about his experience which ought to interest more people than ever heard of Tunbridge Wells, beautiful as that is, especially up on the hills in summer.

"My appetite was poor," he says, and we believe it; for when the stomach cannot "get away" with food Nature does exactly what you would expect her to do, she shuts off your relish for your meals. Otherwise, you see, you would be rash in eating, and so make matters worse.

"I eat at table with the rest," says Mr. Rhodes, "but I could only look on; I couldn't eat, albeit I needed food probably more than anybody else in the company. And when I yielded to the temptation and took a meal—as sometimes I was obliged to, in order to keep going, I would have pain at the chest and under the shoulder blades."

"I was almost constantly belching wind and throwing a sour fluid. Better and worse I went along in this way for years—dragging, hopeless years they were too."

"In August, 1897, I was one day seized with a more violent pain in the stomach than any I have had before; my agony was so great I thought I was going to die. In great alarm my wife brought in a neighbour and they gave me brandy."

"The neighbour then urged me to take Mother Seigel's Syrup, saying it would cure the stomach complaint, which was the cause of all my pain and misery. I followed this advice, and was speedily relieved, and a little later was able to eat and digest naturally."

"My wife had the same complaint, and is now strong and well through the use of the same remedy. You are free to publish my statement."

PORTLAND CEMENT

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY, WIRE & CO.
Hongkong, 16th September, 1899. [2724]

NEWSPAPERS, MAGAZINES, &c.

SUBSCRIPTIONS.

"GREATEST EFFICIENCY."	PREPAID RATES, PER ANNUM.	"LOWEST RATES."
Black and White and Xmas No. ...	£ s. d.	£ s. d.
Daily Graphic (Weekly Part) ...	2 4 3	0 13 10
Field ...	1 15 7	0 13 10
Gentleman and Extra Nos. ...	1 16 8	0 18 0
Graphic and Extra Nos. ...	1 12 6	0 9 7
Illustrated London News and Extra Nos. ...	1 12 6	0 10 0
Illustrated News and Extra Nos. ...	1 15 6	0 9 0
Lancet ...	1 13 2	0 14 0
Overland Mail ...	1 9 1	0 10 0
Punch and Almanac ...	0 17 4	0 15 0
Queen ...	1 14 10	0 10 0
Saturday Review ...	1 9 1	0 8 6
Sketch and Xmas No. ...	1 19 2	0 9 2
Sporting Times ...	0 10 6	0 5 0
Truth or World ...	1 10 6	0 8 8
Times (Weekly Edition) ...	0 12 7	0 9 3

W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C.
(ESTABLISHED 1793.) [261]

POT LOG CABIN
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

TRE H. A. L. Steamship

"ATHESIA."
Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before the 12th instant.

No Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.
Hongkong, 12th October, 1900. [2645]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANALUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th October, 1900. [2646]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CHUSAN."
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, ex. O.S.S. Oceana & Peninsular.
From Australia, ex. s.s. Victoria.
From Persian Gulf, ex. s.s. Java, Naxos and Pemba.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 12th October, 1900. [1]

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLING, PLANED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PINKADEE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [163]

NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the Hongkong Daily Press, Hongkong Weekly Press, and the Chronicle and Directory for China, Japan, &c., at Macao, and they are authorized to collect all accounts due to the Daily Press Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2537]

TO LET

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	AXAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN, VIA PORTS OF CALL	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	On 31st inst. at Noon.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	LAOS	Frean. str.	—	Flandin	MESSAGERIES MARITIMES	On 22nd inst. at 1 P.M.
MARSEILLES & LONDON DIRECT	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAYRE & HAMBURG	BANDER	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On 23rd inst.
HAYRE & HAMBURG	SARNIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Förck	CARLOWITZ & CO.	On or about 18th Nov.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL	AMATA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	To-day.
NEW YORK VIA SUEZ CANAL	EXPRESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	SHAW, TOMES & CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, &c.	IZUMI MARU	Brit. str.	—	M. J. Currow	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	BRANEM	Jap. str.	—	W. Watt	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MONMOUTHSHIRE	Brit. str.	—	T. M. Stevens & Co.	DODWELL & CO. LIMITED	On 10th Nov.
PORTLAND, OREGON VIA JAPAN	DORIC	Brit. str.	—	U. & O. S. S. Co.	On 23rd inst.	
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.	—	Toto Kisen Kaisha	On 30th inst.	
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.	
SAN DIEGO, &c. VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	BUTTERFIELD & SWIRE	On 29th Nov.	
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 26th inst. at Daylight.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 12th Nov., at Noon.
KOBE	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd inst.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 26th inst. at Daylight.
YOKOHAMA & KOBE	SIEBIA	Aus. str.	—	P. Craglietto	SANDER, WIELER & CO.	To-day, at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
SHANGHAI, CHEFOO & NEWCHWANG	CANTON	Brit. str.	—	Lawrence	JARDINE, MATHESON & CO.	To-day, at Noon.
SHANGHAI	LYEEMOON	Ger. str.	—	G. Heuermann	SIEMSEN & CO.	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TONKIN	Frean. str.	—	Vaquier	MESSAGERIES MARITIMES	On or about 22nd inst.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
SHANGHAI	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	K. Hasegawa	MIYOSHI BUSSAN KAISHA	On 21st inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Atami	MIYOSHI BUSSAN KAISHA	On 31st inst. at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	MIYOSHI BUSSAN KAISHA	On 24th inst.
AMOY & MANILA	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
MANILA VIA AMOY	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
MANILA VIA AMOY	YUEHSANG	Brit. str.	—	Rolf	JARDINE, MATHESON & CO.	On 23rd inst. at 4 P.M.
MANILA DIRECT	MENMUIR	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	On 23rd inst. at 5 P.M.
MANILA, CEBU & ILOILO	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.
MANILA	KAIPOING	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
SANDAKAN	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
SAMARANG & SOERABAYA	MAUSANG	Brit. str.	—	R. Cor	JARDINE, MATHESON & CO.	On 24th inst. at Noon.
	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 23rd inst.

SHIPPING.

ARRIVALS.
Oct. 18, Hsin Fung, British str., 1,300, T. Sleeman, Canton 18th October, General—CHINESE.
Oct. 18, LYEEMOON, German str., 1,238, G. Heuermann, Canton 17th October, General—SIEMSEN & CO.
Oct. 19, GUTHRIE, British str., 2,380, W. G. McArthur, Kobe and Yokohama 10th Oct., General—GIBB, LIVINGSTON & CO.
Oct. 18, TAMBA MARU, Jap. str., 3,800, J. W. Wale, Yokohama and Kobe 14th October, General—NIPPON YUSEN KAISHA.
Oct. 18, TAMSUI MARU, Jap. str., 1,038, Hasegawa, Amoy and Swatow 17th Oct., General—M. B. KAISHA.
Oct. 18, SINGAN, British str., 1,053, Jamieson, Canton 18th Oct., General—BUTTERFIELD & SWIRE.
Oct. 18, HUE, French steamer, 704, Godinan, Haiphong and Hoihow 17th Oct., General—A. R. MARTY.

CLEARANCES.

At the Harbour Master's Office.
18th October:
Surange, American bark, for New York.
Glendochy, British str., for Shanghai.
Margus Breguichen, Aust. str., for Singapore.
Jacob Diederichsen, German str., for Haiphong.
Hating, French str., for Hoihow.
Deutera, German str., for Amoy.
Kasuga Maru, Japanese str., for Nagasaki.
Singen, British str., for Shanghai.
Hsin Chi, British str., for Shanghai.
Glendochy, British str., for Amoy.
Choyang, British str., for Canton.

DEPARTURES.

Oct. 17, OBI, British str., for Moji.
Oct. 17, YOMIHIME MARU, Jap. str., for Koratsa.
Oct. 18, FUSHUN, British str., for Shanghai.
Oct. 18, ANPING MARU, Jap. str., for Swatow.
Oct. 18, TAMSUI, Amr. str., for Haiphong.
Oct. 18, HAICHING, British str., for Swatow.
Oct. 18, ELM BEAR, Brit. str., for Kuching.
Oct. 18, DEUTHER, German str., for Amoy.
Oct. 18, KASUGA MARU, Jap. str., for Nagasaki.
Oct. 18, SINGAN, British str., for Shanghai.
Oct. 18, Hsin Chi, British str., for Shanghai.
Oct. 18, GLENFALLOCH, British str., for Amoy.
Oct. 18, CHOYANG, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCK—Quarta.
KOWLOON DOCK—U.S.S. Monterey, Canton, Canton River, Adamastor, Gwalior, Elita Nossack.
COSMOPOLITAN DOCK—Stanfield, Loosak.

SHIPPING REPORTS.

The Japanese steamer *Tamba Maru*, from Yokohama and Kobe 14th Oct., had strong N.E. monsoon and following sea.
The British steamer *Guthrie*, from Yokohama 10th Oct., experienced fine weather to noon, which port was left on the 13th inst. and encountered strong N.E. winds and heavy seas to this port.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALBO.
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M., the Company's Steamship "LAOS," Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 9th October, 1900.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

The Company's Steamship

"SILESIA,"

Captain P. Craglietto, will leave for the above

places TO-DAY, the 19th inst., at Noon.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 13th October, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI CHEFOO AND NEWCHWANG.

The Company's Steamship

"CANTON,"

Captain Lawrence, will be despatched as above

TO-DAY, the 19th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th October, 1900.

FOR SHANGHAI.

The Steamship

"LYEEMOON,"

Captain G. Heuermann, will be despatched for the

above port TO-DAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 16th October, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

The full-powered Steamship

"ASTORIA,"

Capt. Hildebrandt, will be despatched for the

above port TO-DAY, the 19th inst.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 16th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

The Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above

TO-MORROW, the 20th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above

TO-MORROW, the 20th inst., at 10 A.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

The Company's Steamship

"TAMSUI MARU,"

Captain K. Hasegawa, will be despatched for the

above ports on SUNDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MIYOSHI BUSSAN KAISHA, Agents.

Hongkong, 15th October, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

ASTORIA { NEW YORK VIA SUEZ CANAL ... } On 19th { Freight.

Capt. Hildebrandt { } October.

DAMBERG { HAYRE & HAMBURG ... } On 2nd { Freight.

Capt. Jacobs { (London with transshipment in Hamburg) } October.

* SARNIA { HAYRE & HAMBURG ... } About 2nd { Freight and

Capt. Schlaefke { (London with transshipment in Hamburg) } November. { Passage.

SUEVIA { HAYRE & HAMBURG ... } About 18th { Freight.

Capt. Förck { (London with transshipment in Hamburg) } November.

AMBRIA { HAYRE & HAMBURG ... } About 2nd { Freight.

Capt. A. Wagner { (London with transshipment in Hamburg) } December.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE: NORDDEUTSCHER LLOYD.

OSTASTATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

"EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

"EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender Street.

Hongkong, 29th September, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND CANADA

STEAMERS

TO SAIL ON

REMARKS.

LONDON { CANADA ... } 4 P.M. 20th { Freight only.

SHANGHAI { CANADA ... } About 26th { Freight or Passage.

SHANGHAI AND JA-PAN { CANADA ... } About 26th { Freight or Passage.

PAN { CANADA ... } Oct. { Freight or Passage.

MARSEILLES and MALTA { CANADA ... } Noon, 27th { See Special Advertisement.

LONDON DIRECT { CANADA ... } Oct. { Freight or Passage.

LONDON { CANADA ... } About 1st { Freight or Passage.

G.M. Montford, R.N.R. { } Nov.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd October, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS

THROUGH SOUTH AFRICA.

[BY ARNOT BRID.]

INITIAL DIFFICULTIES.

The easy way to get to South Africa is by a great mail steamer from Plymouth to Capetown. Unhappily for me I found it advisable to go from Singapore, a town sweltering at the point of the Malay Peninsula, midway between India and China, and adjacent to the Netherlands Indies and British Borneo and not far from the Southern Philippines. The way was difficult, slow and obstructed by far more than the usual delays of travel. I have found less obstacles in going from Peking in China to Ourga in Hanglo, and from Khabkha in Siberia to Lake Baikal in Siberia, than in going from Singapore to Africa. First I had to get by P. and O. to Colombo. Then to wait some days and pick up the first B.L. steamer for Mauritius. That steamer, comfortable enough, had rough weather most of the way, and wasted two days at the port of Maho in the Seychelles (a dependency of Mauritius) chiefly over quarantine troubles, although we had no illness, and delay for the mails of the outlying islands (two little bags in all). Then getting to Mauritius, after being 24 days out from Singapore, I found myself confronted with another halt of twelve days. The customary Castle Line service from Port Louis of Mauritius to Port Durban of Natal had been wholly discontinued by the war. Service to Delagoa Bay, to which I desired to go, had been wholly stopped. The first steamer for Port Durban was a cargo boat, the *Gareloch*, hired on charter by the Castle Line. She had no accommodation for passengers; but she had already been "squeezed" into a promise to take three and "put them somewhere." I tried to get taken, at full rates, on the same terms; but neither Captain nor Agent could be persuaded. In brief—and for lack of any enterprise on the part of steamer Agents and officers—I was held prisoner in Mauritius for eighteen days. No Chinaman nor any Arab trader would have turned away good money so readily. But in Mauritius the heat and laziness of the tropics, and the unfortunate habits born of a life of ease, have eaten into the marrow of the bones. Nobody will do anything that he can avoid, or do to-day what he can put off till to-morrow. I watched Mauritius—planters, merchants, and bankers—for eighteen days, and the amount of delay they can put on everything struck me as unequalled in Asia, which is famous for its delays.

MAURITIUS.

Yet withal the people prosper fairly. Wages are high and local food is cheap. Fish, mutton, pig, poultry, coffee, sugar, and chocolate they have of local production, as also rum from their sugar. They have an abundant supply, from the mountain, of good water; and they breed ponies, asses, and oxen in abundance. Unless they import from South America. The working of a ship at night (as is regularly done at the ports of China and of Malaya) is practically unknown at the ports of Mauritius. At Port Louis people, of any means, or pretensions to means, live on the hills surrounding the town, the period of transit being from half-an-hour for short journeys to one hour for longer journeys to more desirable places. Of these the chief is, perhaps, Curepipe, one hour distant by rail. Thus about two hours a day are occupied in railway transit, a fatigue that is lessened or increased by card-playing and the like en route. The railway fares, especially season tickets, are very low.

THE LOCAL SPEECH.

Chiefly in Mauritius and the Seychelles they speak French, and also a peculiar native patois. It seems to be admitted that the natives are of Malayan or Southern Pacific race, which means that they, like the people of the Netherlands Indies, the Malay Peninsula, and the Philippines, are of South American stock. Many Malay words can be used with them, but the pronunciation is materially different. There are good schools, both Roman Catholic and Protestant. There is in their French talk an almost universal accent of the *ch* (but they do not call it so) meaning partly as in India the undue accentuation of the last syllable save one.

RACING AND RACES.

The racing of horses is much in fashion, as elsewhere in the East. There are armed volunteer corps, in which the Eurasian is the chief element, although I believe that Indian experience is against that element, for which and other reasons we have sought to avoid it in Singapore where, on the withdrawal of the European infantry regiment in 1899, I was instrumental in raising a rifle volunteer corps consisting only of "British subjects of unimpaired European race."

The retail traders of Mauritius are Indians or Chinese, the Malay and half-caste population not showing the shrewdness and economy of life that are necessary for the creation of capital and the assurance of credit. That condition of affairs, however, has its parallel in nearly all Asia.

BANKING AND TRADE.

The local Banking Houses seem to be numerous in Mauritius, neither the Banks of Africa, or of India, nor of Further Asia having interfered in Mauritian banking. The banking seems to be cautiously conducted. There is no mining to lead to excited speculation; and probably there has been recognised in local banking circles the great principle that a plantation is not a security and may easily become practically a liability, and that great caution should be used in advancing on agricultural products even when packed for shipment. The chief products for export are sugar, vanilla, and coffee (or compressed coco-nut). Sugar is now very prosperous.

HAPPY MAURITIUS—NO POLITION.

Politically Mauritius has no troubles; nor would it be easy to make any unless a new Sir

John Pope Hennessy should arrive as Governor. My knowledge of the political happiness of Mauritius arose chiefly from conversation with several civil servants of the Colony of the Straits Settlements (headquarters in Singapore) who had served in Mauritius and two of whom had been born there. On my visit I found the political apathy of which I had been told amply confirmed by the facts. Barring little points of quarantine and mail subsidy Mauritius has no politics, and these are dismissed chiefly from a business point of view, which is probably intended to be, but is not, unprejudiced. If the Colonial Office at Downing Street were free from troubles as Mauritius leaves it, the life of a Secretary for the Colonies would be an easy one. In the absence of political strife journalism in Mauritius is conducted much more mildly, and with less zeal, than in Ceylon and the Further East. When I was at Port Louis people had begun not to be interested in the South African war and were little concerned with the fighting that was then proceeding in China.

MAURITIUS GENERALLY CONSIDERED.

My time in Seychelles and Mauritius, by the way, was from the 1st of July onwards, which seems their cooler season. The hotel accommodation of the chief towns in Seychelles and Mauritius is very inferior to that of almost any other towns of the same size anywhere else in the world. It seems to be built on the theory that only persons travelling en gazon will ever need to use a hotel; and as I travelled so, I was well enough suited. Otherwise I might have felt that when bedrooms are constructed by thin wooden partitions eight feet high it might be more decorous to carry the partitions a few feet higher to the roof. But, as I have described it, so is the habit of the place.

Port Louis has an excellent theatre, tenanted while I was there by a travelling French Opera troupe. These companies do well in Mauritius, as in Saigon. They make ends meet in Ceylon. They make a little money in the cold season (November to February) of British India. They struggle onwards by Saigon to Hongkong and Shanghai. In Singapore they nearly always break up. Mauritius, Saigon, and the big towns of British India are their successful places; and nowhere do they draw so much money per head of the population as in Port Louis, Mauritius.

There is also in Port Louis an enthusiastic French Society or Association for the relief of French subjects or descendants; and for the encouragement of French literature to Mauritius Colony. In the latter matter the Association, with the financial aid of the local Government, is about to engage in a most useful historical publication of Mauritian records.

SHIPPING AND SHIPPERS.

In shipping matters—if I may believe what brokers and such others tell me—Port Louis was for countless years a den of thieves, dishonest and unashamed. To ever-insure and lose the ship was reckoned apparently the only sound method of business; and, over food and alcohol, regrets for the happy crimes of the past seem the staple gossip with which old shipping people regale the younger shipping men. But the crimes of shipping robbers seem now to be reduced to overcharging. Looking at Port Louis is said to be so ruinous that when the owner of a tramp hears she is docked there, he usually retrenches his domestic expenditure and sorrows that he did not settle more money on his wife. One old ruffian (I know nothing against him except his own stories) told gleefully of one plate broken in a 500 gallon water-tank, and a slight need to clean the bottom, and a dock bill for 70,000 rupees. After an evening with such persons at Port Louis I used to look very carefully to the loading of my revolver, regretfully at my 8 foot high walls, and dolefully wonder if I could retain my travelling stock of bank notes and letters of credit over the night. But nothing happened. It may be that hotel robberies for a few hundred pounds are regarded as undignified by persons accustomed to sinking ships and drowning whole crews.

THE ADUSE OF MILITARY CLOTHING.

It is a bit stupid to see so many Mauritian coolies in the cloth tunics of the British Army with regimental buttons, and in the tunics of the local forces, also duly brass-buttoned. I think we passed in Britain a law on that subject and I am almost sure we adopted it in the far eastern colonies and in India. The law in my memory provided that uniform of Her Majesty's forces may not be so used, and, presumably, it enforces penalties on buyers of cast-off uniforms who shall re-sell these in the condition that they are worn by the forces. The proper use for such clothing is to go back to the cloth or cotton factories to be re-made; and the regimental buttons should be melted and sold as lump brass. Since the principle is recognized elsewhere, I suggest that the patriotic and very chivalrous Colony of Mauritius should also adopt it. A red tunic with a sergeant's stripes, and the buttons of an old regiment, should not be allowed to rot off a dusky figure whose dress otherwise is a large breech cloth or short pair of bathing drawers. I discussed the point when at dinner, with the acting Governor and the Officer Commanding the troops; but while both agree with the impolicy of such use of uniforms, they did not see a clear remedy. I hope the matter may be considered and put right. The point is that the soldier is at present at right to sell his old uniform when he gets a new one; but the buyer need not necessarily have an unlimited right to use it in its service state.

(To be continued.)

"Wogi" sends the *Globe* a delightful shop-sign which he came across in his wanderings through India—"Haji Moosa, Number 1, Europe Bazaar. Clothes cut off you while you wait." It is even better than the famous London barber who announces "Shaving while you wait."

SUPREME COURT.

18th October.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, O.M.G. (CHIEF JUSTICE).

THE FATAL FIGHT AT EAST POINT.

There was only one case for the sessions, and that arose out of the quarrels which took place among the coolies employed at Jardine's Sugar Refinery at East Point on the 19th September, two men named U Tai Ngan and U Ching Tsun being charged with the manslaughter of Chung Ngan Hong. They pleaded not guilty.

The jurors were Messrs. J. A. Tarrant (foreman), A. Tillett, A. Van Nieuw, H. E. Craddock, A. A. E. Milroy, A. Forbes, and C. L. Gorham.

The Attorney-General (the Hon. W. Meigh Goodman, Q.C.) said he took it that most of the jury knew that Messrs. Jardine had a sugar refinery down by East Point. About a month ago—that was, at about half-past six on the morning of the 19th September—last—a number of coolies were engaged there piling and carrying sugar. A squabble arose over some trifling matter, but he did not think there was any actual fighting. At half-past eight the coolies stopped work for breakfast. The prisoners belonged to the same coolies belonging to the U clan employed at the Sugar Works. There were also a number of Chongs, and the jury would notice that the deceased man was called Cheng Shui Hong. He had no doubt that clan feeling would incline the U's to take the part of any member of the clan who had had trouble with the Chongs or any other clan. The coolies of the U clan lived at 27, Jardine's Bazaar, and the Chongs at 80. On the way to their quarters the clans began to wrangle and then to fight. The deceased was more or less injured in the quarrel. This fight, however, was not a serious affair. The result of the fight was that two men—one from each clan—were left on the ground after the others had cleared away. Their names were Chang Ki and U Shui Hing. They were found by the police, who took them to the Police Station, U Shui Hing being afterwards sent to the Hospital. This man charged the other with assault. The case came before the Magistrate, who adjourned it. In the meantime the prisoners had been arrested for being concerned in the attack on the deceased, and, fearing lest he too might be implicated, U Shui Hing went away and the charge against the other man was dismissed. It appeared that the deceased was seen to enter his quarters by three men, who would say that he was followed by six members of the U clan, who could hold him and began to kick and knock him about, no one interfering with them. When they thought they had given him enough they left him on the floor, the three men who had witnessed the assault following shortly afterwards. As the result of the attack upon him the deceased's skull was fractured and his spine ruptured. The jury would be aware that for some reason or other very little injury would be done to the spine of any one belonging to the coolie class. Hearing of the row the police went to Jardine's Bazaar between nine and ten o'clock. They found the deceased there and sent him to the Hospital, where he died two days afterwards. The post mortem examination disclosed the fact that the small fracture of the skull brought on hemorrhage on the brain. There was a small clot of blood which pressed upon the brain near the base, and this was the cause of death. The question then arose as to the part the prisoners took in the transaction. After the deceased had been taken to the Hospital the police were taken to No. 27, Jardine's Bazaar, and the prisoners were pointed out to them as being two of the six men who attacked the deceased. The others had cleared away.

The evidence for the prosecution was then given. The jury found the prisoners guilty, and they were each sentenced to four years' hard labour.

THE TRADE OF SINGAPORE.

Sir Alex. Swettenham, the officer administering the Government of Singapore, in the annual address to the Legislative Council reviewing the financial prospects of the Colony, thus refers to the trade of the Settlements:—

"As in 1898, Exchange with the Mother Country was comparatively steady during 1899, the difference between the highest and lowest rates for demand during the year being only 13d. The commercial world also enjoyed more than usual prosperity and the trade of the Colony reflected the general condition of mercantile progress. Our imports of goods from other countries showed an increase in sterling values of considerably over 18 per cent. while the increases in exports were approximately 20 per cent. Both Singapore and Penang participated in these increases. The high prices which were obtained for the country's produce largely to the enhanced percentage in exports."

"A comparison of the trade figures for the first half of the present year with those for the same period of 1899 shows an increase of 23 million dollars or over 19 per cent. in imports and an increase of over 16½ million dollars or more than 15½ per cent. in exports. In imports the chief increases come under the heads of Foodstuffs, Raw Materials, and Manufactured Articles. In exports, Tin and Produce show the largest increases. The comparative returns for the second quarters of both years, however, are less favourable."

"Complications in the Far East are temporarily restricting our trade with China, but it is not too much to expect that a peaceful settlement of the country will result in a large increase in our trade and prosperity. Meanwhile the demand for coal has been extraordinary."

Referring to a depreciation of nearly 825,000 in the value of the securities held by the Currency Commissioners, and the steps taken to cover the depreciation, Sir Alexander says:—"There are many causes which at the present moment favour depreciation. The South African War has lowered the value of British Securities all round, and the cost of the expedition to China has prevented values from rising. The troubles of the Government of India have depreciated the value of Indian Securities, and the rise of Silver in terms of Gold has rendered investments, both in Europe and India, worth fewer dollars than were originally paid for them; further advances amounting to about \$126,000 are being made to balance the depreciation account."

"Owing to the depreciation of the Japanese Yen there are and has been a very considerable increase in the number of the British dollars imported by the Banks in 1899, the value being \$25,349,726, against \$12,492,183 imported in 1898. The introduction of the British dollar, for which we owe a debt of gratitude to the Chartered and Hongkong and Shanghai Banks, has been extraordinarily successful and opportune."

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LATE TELEGRAMS.

NEWS VIA Ceylon.

THE WAR IN SOUTH AFRICA.

London, 27th September.

LORD ROBERTS NOT RETURNING YET.

LORD Roberts has telegraphed to the Lord Mayor that the City Imperial Volunteers will return before the 30th November. He fears, however, that he himself cannot return so soon. The Guards under General Pole-Carew marched 19 miles without water, cutting every step through dense bush.

London, 28th September.

NO FORMAL DECLARATION OF PEACE.

Mr. Chamberlain, replying to an inquiry, says that, in view of the annexation of the Boer Republics, he does not anticipate any formal declaration of peace by England.

London, 30th September.

SIR H. CAMPBELL-BANNERMAN AND THE ZETTERS.

Sir Henry Campbell-Bannerman, speaking at St. James's Hall, denied that he approved of the Bloemfontein letter; he only criticised their publication as a breach of honour, lowering the Government in the eyes of the world. He repudiated the Clark and Lombard correspondence.

London, 2nd October.

THE COURSE OF EVENTS.

A convoy of Natal Volunteers have been captured on the Natal Frontier.

The town of Erasmus has obtained an armistice for the purpose of driving cattle north of Pieterburg (sic). It is estimated that the Boers have 50,000 cattle along the Olifants River.

THE ELECTIONS.

September 28th.

LIBERAL IMPERIALISM.

The Times says there is ample evidence of a steady progress of Liberal Imperialism, which is likely to benefit the Party in elections. The Conservative papers were the loudest against the Liberals' professing Imperialism. They consider their conversion to be sudden and insincere.

Sir Henry Campbell-Bannerman, speaking at Rochdale on 2nd, says the Opposition recognized the annexation of the Boer Republics as the inevitable result of the war. The Opposition had no scheme for a modified independence of the Boers in order to secure peace and goodwill in South Africa. Each party, he declared, was bound to suspect the other in the electoral contest.

The Hon. William Smith, Conservative member for the Strand, and Mr. John Penn, Conservative member for Lewisham, have been re-elected unopposed.

London, 29th September.

SETTING THE BATTLE IN ARMY.

Sir Henry Campbell-Bannerman, in a letter to a candidate, says things are looking bright, and that the khaki dissolution will not prove the successful manoeuvre its authors feared.

Mr. Chamberlain, speaking at Bilston, said he was amazed at Sir H. Campbell-Bannerman's approval of the incriminating letters found at Bloemfontein, which were unworthy of an English Party.

Mr. H. Hicks Beach, speaking at Bristol, said it would be madness to attempt to administer a part of China.

Sir Wm. Harcourt and Mr. Asquith made speeches last evening, which were devoted to social reform.

London, 30th September.

LIBERALS AND DEMOCRATISATION OF THE ARMY.

The Liberals warmly approve of Sir Henry Campbell-Bannerman's plan for democratization of the Army.

London, 1st October.

THE ISSUES BROADENING.

The Conservatives are giving increased attention to social questions, doubtless owing to the prominence that the Liberals have given to them. Attacks on the Government's measure and social legislation continue in the Liberal papers, and speakers are making the utmost of Army Reform as an electoral issue, declaring that the democratic changes required cannot be entrusted to a Conservative Government which would fear to touch aristocratic interests, and so offend the class from which the bulk of the officers are now drawn.

The Standard says that the so-called Liberal revival is only boasting and bluster.

The Times comments on Sir E. Grey's ingratitude for being unopposed, and animadverts that Sir E. Grey and Mr. Asquith are making common cause with Sir Wm. Harcourt as anti-Imperialists.

A BANGUINE ESTIMATE.

Conservative election agents at headquarters affirm, from returns received from the constituencies, that they will have a majority of at least 170.

London, 3rd October.

SOME INTERESTING REVELATIONS.

The unexpected heavy "khaki wave" which has swept over London and Manchester districts has had rather a disconcerting effect on the Liberals, who fear the sympathetic influence it may have on elections in other quarters.

In Manchester, North Mr. C. E. Schwann (L.) captured his old seat by the narrow margin of 26 votes.

Mr. Winston Churchill's majority at Oldham was 222.

The Right Hon. James Bryce retains his seat in London South, with the reduced majority of 408.

The coal strikes and labour difficulties are overshadowing other issues in the Welsh constituencies. Mr. Keir Hardie's majority at Merthyr-Tydvil was 1,741.

A feature of the present election is the surprisingly heavy polls.

The Conservative papers claim that the results so far show that Little Englandism is almost extinguished as a Parliamentary force.

There is a great increase in the Unionist majorities in London, Manchester, and Salford, and in nearly all the great centres.

GENERAL NEWS.

ADMIRALTY PURCHASING NORTH AMERICAN COAL.

London, 27th September.

The Admiralty is buying American coal for the British North American Squadron.

NEW ZEALAND'S DEFENSES.

London, 28th September.

The New Zealand Secret Defence Committee's report recommends the strengthening of the defenses of the ports, the establishment of Coast Defence Rifle Clubs, Cadet Corps, and an Imperial Reserve.

THE PLAGUE AT GLASGOW.

London, 28th September.

The Plague is better in Glasgow. Thirteen persons who were under medical observation have been dismissed to their homes.

AUSTRALIA AND THE U. S.

London, September 28th.

A Times telegram states that Lord Kintyre, in a speech at Adelaide, said he and his brother, Governor, would use their influence to open to the Australians the Indian Civil Service, the noblest career in the world.

LORD ROBERTS' ARDUOUS TASK.

London, 1st October.

The newspapers are unanimous in the approval of Lord Roberts as Commander-in-Chief. The Times, commenting on his arduous task, says that, as former Commander-in-Chief of India, he will know how to draw upon that great school of soldiers, as well as on the Home Army.

The Standard suggests that Lord Roberts, having been appointed Commander-in-Chief, should also have a seat in the Cabinet, in order to give him more power to carry out the drastic Army Reform he is known to have at heart. The suggestion is regarded as a feeler to test the minds of the electors as to the advisability of the Commander-in-Chief being made a Party Minister.

LORD KITCHENER AND THE WAR OFFICE.

The Daily News says that, if Lord Kitchener comes to the War Office, he will be the head of the Intelligence Branch, which Major-General Sir J. C. Ardagh vacates in April.

A NEW MACHINE GUN.

The Times Newcastle-on-Tyne correspondent states that a machine gun of a novel character has been invented by Mr. James Judge, a well-known engineer, of Newcastle, who thus describes it:—"The gun is a patent centrifugal quick-draw machine gun; it is 5½ ft. high, and weighs about 5 cwt. It is intended for use in the trenches, and is of a very simple construction. The motor is electrically transmitted to a motor attached to the side of the gun. The motor causes a disc to revolve at a very high rate of speed. The bullets, which are introduced into the interior of the disc at the axle, travel along curves in the interior to the circumference, and are there impelled through a barrel. It is claimed that this disc will rotate, under the influence of the motor, at the rate of 12,000 revolutions a minute, and will eject shots from the muzzle of the gun with an initial velocity of 2,000 ft. per second. One of the chief characteristics of the gun is that it will maintain a continuous fire. If necessary, a shot may be discharged at every fourth revolution, but in practice one shot every fourth revolution will be found sufficient. The bullets are spherical, and measure 9/16 in. in diameter. The following are the results of the tests already made with the gun:—18,000 rounds of shot at the rate of 3,000 a minute have been discharged from the gun. These shots consisted of nickel steel, some of brass (as used in France), lead, and chilled metal. It was tested seven times privately; no motor was used, nor is one yet attached to the gun, although the gun is constructed for an electric motor. The tests were made by means of a belt driven by a steam engine. Under these conditions the velocity required, and which it is maintained an electric motor will produce, was not, of course, attained, but the practical working of the gun was fully demonstrated. A long range could not be had, because of the necessity of secrecy, and the testing was done in a covered shed at Blyth Dry Docks. A steel target, 9½ in. thick, was shattered, the disc of the gun revolving at a speed of 2,500 revolutions per minute. The penetration of the target is calculated that at a distance of 300 yards a penetration of a similar character will be effected of a plate 7/16 in. thick under the influence of an electric motor. There is no heating of the barrel of the gun because of the continuous stream of cold air which is impelled through it by the turning of the disc. The disc itself is also free from heating on account of the special bearings on which it is constructed. These bearings are a highly complicated mechanical contrivance, and are similar to those used in Parsons's turbines, which can revolve at the rate of 22,000 revolutions a minute, and Lowell's motor, which revolves at the rate of 30,000 revolutions a minute. To test the gun thoroughly it will be necessary to affix a motor, which will be a five horse-power motor coupled direct on to the shaft."

BARMIDS IN BURMA.

The appeal to the Local Government of Burma against the order of the Financial Commissioner prohibiting the employment of females as barmids in the hotels at Rangoon, was heard before the Local Government last month, and after a somewhat lengthened enquiry was dismissed, no order being made on the petition of appeal. In a recent issue of the *All-India Pioneer*, "One of the Five" writes on the subject as follows:—

I am informed that several ministers have denounced the system of barmids as being evil. Does it not strike you that these reverend gentlemen show a more intimate acquaintance with the evil side of human nature in general and the barmid side in particular than is warranted by their holy calling. I do not propose to do more than dismiss as idle twaddle the assertions of irresponsible individuals that a barmid's life is a degradation and leads to perdition, etc. But I ask the public of Rangoon, and the government to look on facts before condemning a system which, undertaken from choice, allows of a woman earning a respectable living. Believe me, no amount of legislation will make a wickedly inclined woman virtuous. Let a return be called for, showing the number of barmids who have visited Rangoon and the number who have married and married well. I have in my mind's eye several who are in Rangoon well and happy, and surely this in itself is sufficient answer to those opposed to the system. I will go further and leave your readers to say which of the two, a shop girl or a barmid, is more likely, *ceteris paribus*, to stray from virtuous paths. Look on the picture.—A shop girl earns (average) rs. 50 a month. For this small pittance she is expected to be at work each day from 7 a.m. to 5 p.m. She is on her feet all day, has an hour off for breakfast, and once she leaves the shop in the evening may go to the devil for all her employer cares. She pays, say, rs. 30 a month for her board and lodging, rs. 4 for her dhobi, rs. 10 for a boy to carry her breakfast to the shop, leaving a balance of rs. 6 to shop and dole herself with. Turn to this picture: A barmid earns (average) rs. 80 a month. She is boarded and fed and has her washing free. Her duties commence at 10 a.m. and she is relieved at 2 p.m. Another barmid comes on at 5 p.m. and is relieved by the first at 8 p.m. coming on again at 9 p.m. Both remain in the bar till closing-time (midnight). The bar is closed, and the girls go off to bed. If there is a third girl, the work is lighter still. Without the permission of the proprietors (seldom granted) the barmids cannot leave the hotel premises between the hours of 7.30 p.m. (the dinner hour) and daylight the next day. During the hours of duty all a barmid has to do is to write cheques of the wine consumed, supervise the bar, and talk to customers. I am a barmid from choice—there are those who cannot otherwise earn a living—barmids from necessity. Is it fair to deprive the one or the other of a chance of earning a living here and how she likes? The masculine mind is troubled because a few barmids have come (I grieve to argue, therefore, and all barmids should be done away with. They girls have also come to grief. Why not abolish shop girls, and in like manner any other class of person, because a few have come to grief?

MARINE AND NAVAL PENSIONS.

The Lords of the Admiralty have decided to allow previous service in the Army to reckon for pension in the Royal Marines and Royal Navy under the following conditions:—

In the case of men enlisted on or before September 1, 1888, time served in the Army with good or fair character is to reckon for pension with subsequent service in the Marines or in the Navy, and *vice versa*, provided a break of one year did not take place between the two services. With regard to men discharged to pension after December 31, 1899, who entered since September 1, 1888, so much of the time they have served in the Army is to count as would have reckoned towards pension had they continued to serve therein, provided that the total period of a man's service in the Army did not exceed four years; that he acknowledged his former service on entering; that he was, when discharged from the Army, in possession of as many good conduct badges as were obtainable by a soldier of his service, and that he entered within one year of his discharge from the Army.

In the case of a man transferred from the Army for continuation of service in the Royal Marines, or of a trained musician discharged with good character from the Army, who enlisted within one year of discharge to fill a vacancy in a Marine band, all time served in the Army towards pension is, notwithstanding the above provision, to be counted towards his naval pension. With men who joined the Navy before March 31, 1888, time served in the Army with good or fair character is to reckon for pension with subsequent service in the Navy, and *vice versa*, provided a break of one year did not take place between the two services; in exceptional cases, however, when such a break has occurred, the former service may be reckoned if it would have been allowed in the Army.

EXPORT CARGOS.

Per steamer *India*, sailed on the 8th October. For Marseilles:—200 bales raw silk, 100 bales waste silk, 30 bales piece goods, 7 cases silks, 3,011 pkgs. tea, 2 pkgs. rattan, 8 cases blackwoodware. For Milan:—10 bales raw silk. For Lyons:—190 bales raw silk. For London:—10 bales raw silk.

Per American steamer *Manuel Llaguno*. For New York:—2 cases Chinaware, 8 pkgs. rattan chairs, 31 cases blackwoodware, 100 cases soy, 338 bales rattanware, 1,451 cases fans, 9,660 bales cassia, 13,236 rolls matting.

VESSELS ON THE BERTH

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SAN FRANCISCO and OREGON PORTS.)

THE A.1 Steamship

"MONMOUTHSHIRE" will be despatched on or about the 20th inst. For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

DORIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship "CHANGSHA" Captain Moore, will be despatched as above on TUESDAY, the 23rd October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship "MENMUIR" Captain R. Cox, will be despatched as above on TUESDAY, the 23rd inst. at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 17th October, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship "MAUSANG" Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th inst. at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "CHANGSHA" Captain Moore, will be despatched as above on MONDAY, the 19th inst. at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, and vice versa.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

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J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1900.

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J. S. VAN BUREN, Agent.

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J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship "TONKIN" Captain Vaguer, will be despatched for the above ports on or about MONDAY, the 22nd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 18th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship "SHANTUNG" Captain Quail, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th October, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE" Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst. at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 20th inst.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to passage and Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR "BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS."

THE Company's Steamship "MALTA" Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Malacca and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th October, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900.

THE NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship "YAWATA MARU" (3,320 tons gross, Captain A. E. Moes, will be despatched for the above port on FRIDAY, the 20th inst. at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 17th October, 1900.

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ANAPA" will be despatched for the above port on or about the 27th October, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship "KAIFONG" Captain Ponsfather, will be despatched for the above ports on SATURDAY, the 27th inst. at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship "ANPING MARU" Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst. at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "CHANGSHA" Captain Moore, will be despatched as above on MONDAY, the 23rd inst. at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEETS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

HONGKONG STEAMERS.

Bayern, German str., 3,125, Blecker, Oct. 17.

Melander, German str., 1,101, Lawrence, Sept. 13.

Canter, British str., 1,101, Lawrence, Sept. 13.

Jardine, Matheson & Co.

Chingta, British str., 2,360, Williams, Oct. 17.

Butterfield & Swire.

Chowia, German str., 1,155, Williamson, Oct. 15.

Melchers & Co.

Devonshire, German str., 1,200, Fextar, Oct. 16.

Butterfield & Swire.

Doric, British steamer, 4,575, Smith, Oct. 12.

O. & U. S. S. Co.

Elektra, Austrian str., 1,992, Ivelich, Oct. 14.

Sander, Wieler & Co.

Elia Nussack, German str., 1,163, Bruhn, Oct. 9.

Butterfield & Swire.

Emmer, China, British str., 3,003, Archibald, Oct. 2.</

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 16th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

The *Nippon Maru*, with the American Mail of the 22nd inst., left Yokohama on Friday, the 12th inst., at 4 a.m., and may be expected here on or about Saturday, the 20th inst.

The *Toshiba*, with the French Mail of the 21st September, left Singapore on Tuesday, the 16th inst., at 9 a.m., and may be expected here on or about Tuesday, the 23rd inst. This Packet brings replies to letters despatched from Hongkong on the 18th August.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore, Penang and Colombo	<i>Toshiba Maru</i>	Friday, 19th, 11.00 A.M.
Swatow, Shanghai, Chefoo and Newchwang	<i>Yamaguchi Maru</i>	Friday, 19th, 11.00 A.M.
Shanghai	<i>Yamaguchi Maru</i>	Friday, 19th, 3.00 P.M.
Singapore	<i>Yamaguchi Maru</i>	Friday, 19th, 3.00 P.M.
Amoy and Manila	<i>Yamaguchi Maru</i>	Saturday, 20th, 9.00 A.M.
Singapore	<i>Yamaguchi Maru</i>	Saturday, 20th, 9.00 A.M.
Amoy and Manila	<i>Yamaguchi Maru</i>	Saturday, 20th, 3.00 P.M.
Singapore	<i>Yamaguchi Maru</i>	Saturday, 20th, 3.00 P.M.
Amoy and Manila	<i>Yamaguchi Maru</i>	Sunday, 21st, 9.00 A.M.
Singapore	<i>Yamaguchi Maru</i>	Sunday, 21st, 9.00 A.M.
Amoy and Manila	<i>Yamaguchi Maru</i>	Sunday, 21st, 3.00 P.M.
Singapore	<i>Yamaguchi Maru</i>	Sunday, 21st, 3.00 P.M.

EUROPE, &c., India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Samatung and Sourabaya
Amoy and Manila
Sandakan

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, AND VANCOUVER, H.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne

EUROPE, &c., India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honoluli, and San Francisco.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Iloilo and Cebu

EUROPE, &c., India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

TO-DAY.
Sale, Lengths of Chain, H. & K. G. Co.'s
Goldows, Mr. Geo. P. Lunnert, 11 a.m.

TO-MORROW.
Sale, Cloths, etc., Sales Rooms, Mr. V. I.
Remoties, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 18th October.

ON LONDON.—	Telegraphic Transfer	2/0 1/2
	Bank Bills, on demand	2/0 1/2
	Bank Bills, at 30 days sight	2/0 1/2
	Bank Bills, at 4 months sight	2 1/2
	Credits, at 4 months sight	2 1/2
	Documentary Bills, 4 months sight	2 1/2
ON PARIS.—	Bank Bills, on demand	2.60 1/2
	Credits, at 4 months sight	2.60
ON GERMANY.—	On demand	2.12
ON NEW YORK.—	Bank Bills, on demand	50 1/2
	Credits, 60 days' sight	51 1/2
ON BOMBAY.—	Telegraphic Transfer	155 1/2
	Bank, on demand	155 1/2
ON CALCUTTA.—	Telegraphic Transfer	155 1/2
	Bank, on demand	155 1/2
ON SHANGHAI.—	Bank, at sight	7 1/2
	Private, 30 days' sight	7 1/2
ON YOKOHAMA.—	On demand	1 p.c. dis.
ON MANILA.—	On demand	1 p.c. pm.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	12 1/2
ON HAIKONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON HANKOW.—	On demand	60
	SOVEREIGNS, Bank's Buying Rate	96.80
	GOLD LEAF, 100 fine, per tael	50.75
	SILVER, per oz	29 1/2

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Toshiba*, with the next French mail, left Singapore on Tuesday, the 16th inst., at 9 a.m., for this port via Saigon.

THE AMERICAN MAIL.

The T. K. K. steamer *Nippon Maru*, with mail, &c., from San Francisco to the 22nd inst., left Shanghai for this port on Thursday morning, 18th inst., at daylight.

The P. M. steamer *City of Rio de Janeiro*, with mail, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

THE INDIAN MAIL.

The steamer *Ararat*, from Calcutta, left Singapore for this port on Monday afternoon, the 15th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 8th inst., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The Austrian Lloyd's steamer *Silesia* left Singapore for this port on Thursday, the 11th inst.

The Ben Line steamer *Benlary*, from London, left Singapore on Thursday, the 11th inst., for this port.

The H. A. L. steamer *Suevia*, from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.

The O. S. S. steamer *Dioned* sailed from Singapore on the 14th inst., p.m., and is due in Hongkong on the 19th inst., p.m.

The H. A. L. steamer *Norderney*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The H. A. L. steamer *Ararat*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The O. S. S. steamer *Ajia* left Singapore on Wednesday, the 17th inst., and is due in Hongkong on the 22nd inst.

The N. Y. K. steamer *Yamato Maru* (Australia Line) left Kobe via Moji and Nagasaki for this port on the 18th inst., and is expected to arrive here on the 23rd inst.

The C. M. steamer *Ching Wo*, from Glasgow and Birkenhead, left Singapore for this port on Thursday, the 18th inst., and may be expected here on or about the 25th inst.

The C. N. steamer *Ching Wo* arrived at Manila from Australia on the 14th inst., and sailed for Hongkong on the 15th inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Bombay via ports of call for this port on the 15th inst., and is expected to arrive here on the 31st inst.

The N. P. steamer *Goodwin* sailed from Tacoma for Japan and Hongkong on the 16th ult.

The N. P. steamer *Breconshire* sailed from Tacoma for Japan and Hongkong on the 23rd ult.

PASSED THE CANAL.
OUTWARD.—28th August.—*Glentworth*, *Pyrrhus*, *Adulo*, *Claverley*, *La Chiquette*, 31st August.—*Drumgath*, *Maria*, *Uruguay*, 7th September.—*Wittenberg*, *Cornwall*, *Shirley*, *Aphrodisia*, *Tenby*, 11th September.—*Yangtze*, *Darnstadt*, *Palatia*, 14th September.—*Andalusia*, *Hansa*, *Indrapura*, *Belic*, *Canrita*, *Diana*, *Arad*, 18th September.—*Arad*, *Glamorgan*, *Hannover*, *Narrows*, *Suez*, *Java*, 21st September.—*Dioned*, 23rd September.—*Ching Wo*, *Cathartes*, *Claverley*, *Nagadun*, *Sicilia*, *Wilhelmina*, 23rd September.—*Toukai*, *Indra*, *Mendana*, *Normannia*, 2nd October.—*Ambrisa*, *Antenor*, *Danca*, *Canton*, *Indra*, *Brinkburn*, *Enilia*, 5th October.—*Kirkfield*, *Annam*, *Ulysses*, *Glenfury*, *Augur*, *Vienno*, 9th October.—*Stuttgart*, *Burdenau*, *Richmond*, *Solo*, 12th October.—*Kanaka*, *Maru*, *Merionethshire*, *Ararat*, 16th October.—*Muzagon*, *Silesia*, *Sobran*, *Erzherzog*, *F. Ferdinand*, 18th October.

HOMELAND. 11th September.—*Calcutta*, *Wic*, *Keene*, *Maru*, 14th September.—*Moguna*, 5th October.—*Gisela*, 9th October.—*Java*, *Prometheus*, 12th October.—*Benlary*, 16th October.—*Preussen*.

PASSENGERS.
ARRIVED.
Per *Guthrie*, from Kobe, &c., Mrs. A. Mole and two children, Rev. and Mrs. E. S. Wilkinson, Miss E. R. Mitchell, Messrs. Hanna, Gerd, McHugh and Kennell.

Per *Toshiba Maru*, from Yokohama, &c., for Hongkong, Messrs. Y. Otsuki and N. Hirai; for Singapore, Miss Howe and Mrs. Macmillan; for Port Said, Mr. and Mrs. Emekil, Dr. Hasegawa, Dr. and Mrs. Butler.

Per *Bayern*, from Bremen, for Hongkong, Mr. Rudolf Cuntz and Mrs. O. Michael; for Shanghai, Messrs. John A. Berthel, Udo Ehrhardt, Adalbert Francke and Hermann Kasmann; for Yokohama, Mr. Paul Brunschweig; from Antwerp, for Yokohama, Mr. T. Makino; from Southampton, for Hongkong, Mr. and Mrs. A. B. Clarke, Messrs. J. B. Coulson, H. Frewin, J. Little and Lucas; for Shanghai, Mrs. R. A. Anderson, Mr. and Mrs. Atty and Miss King; for Yokohama, Mr. Ellard; from Genoa, for Hongkong, Capt. Harry Clausen, Miss Kathie Jahn and Mr. A. E. Moll; for Shanghai, Messrs. Arthur Biefenholz, Fritz Danielowsky, Deutscher, Capt. Dorzevski, Mr. P. N. Forum, Miss Gaskin, Miss Marie Henriksen, Mr. and Mrs. F. Kinch, Miss Ellen Kinch, Messrs. John Kinch and Ernst Kinch, Mr. and Mrs. Martin Kinch, Schmidt, Mrs. A. Y. Seaman and Miss Thomson; for Kobe, Mr. Otto Wirth; for Yokohama, Messrs. E. Binder, Friedr. Noltenius and E. L. van Nierop.

DEPARTED.
Per *Kasuga Maru*, from Melbourne, for Fusan, Rev. and Mrs. Engel and three children; for Yokohama, Mrs. C. Hearne and three children, Master Hearne, Messrs. H. O. Elkington, E. Elzas, C. H. Reading, H. Lane, M. Makamura and Y. Noguchi; from Hongkong, for Japan, Messrs. A. G. Wilson, J. Fures, Miss Orna and infant, Mrs. Mathew King, Schmidt, child, Mr. K. Tanaka, Mrs. Kawaguchi, Messrs. Takahata and J. Hamashima.

JOINT STOCK SHARES.

STOCKS.	No. OF SHARES.	ISSUED.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/10 = \$10.09 per share for 1st half year 1900	\$14 p. c. = \$517, London 257.
Bank of China & Japan, Ltd.	189,875	28	21	None	25.5s.
Do. Deferred	1,250	41	41	2/8 for 1899	\$26, sellers
National Bank of China, Ltd.	19,970 A	410	28	2 sats 1/4 = \$1.36 for 1900	\$20, sellers
Do. Founders' Shares	29,955 B	41	21	None	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$20	20 p. c. = \$18 for 1898	\$245, ex div.
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	10 p. c. for 1899 = \$10.40	\$56, sellers
North China Ins. Co., Ltd.	5,000	\$100	225	5 p. c. for 1898 = \$1.04	\$14.104.
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$80	80-10 p. c. for 1897	\$120, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$80	\$11 for 1898	\$123, ex div., buyers
Strait Insurance Co., Ltd.	30,000	\$100	\$20	5 p. c. for 1895	\$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	5,000	\$250	\$50	\$27 for 1898	\$265, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$6 for 1898	\$80, sales & sellers
SUPPLYING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	(\$1.20 for half year ended 30-6-1900)	\$324, sales
Indo-China S. N. Co., Ltd.	60,000	210	210	6 p. c. = \$2.25 for 1899	\$80.
China & Manila S. S. Co., Ltd.	6,000	\$50	\$20	20 p. c. for 1899	\$65, sellers
	14,000	\$50	\$20		\$28.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. c. for year ending 30-6-18	\$41, sellers
China Mutual S. N. Co., Ltd.	20,000	210	210	Int. of 3 p. c. on a/c. of 1900	\$201, ex div., buyers
Do. Ordinary	20,000	210	210	Int. of 3 p. c. on a/c. of 1900	\$45, ex div., buyers
Do. do.	20,000	210	210	Int. of 3 p. c. on a/c. of 1900	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	(\$1.05 for 1899 = \$1.05)	\$44, buyers
Shell Transport & Trading Co., Limited	2,000,000	41	21	Int. of 5 p. c. on account of 1900	\$3 (a.
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of \$21 per share on a/c. 1900	\$106, buyers
Refined Sugar Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
MINEING.					
Panjo Mining Co., Ltd.	60,000	8	8	None	\$3.10, buyers
Do. Preference	30,000	81	81	None	75 cents, sellers
Societe Fran. des Charbonnages du Tonkin	10,000	Fr.250	Fr.250	None	\$250, buyers
Queens Mines, Limited	400,000	25	25	None	10 cents, sellers
Gold Mining and Tin Mining Company, Ltd.	45,000	85	85	Int. of half year ending 31-7-94 (coupon B)	\$8, buyers
Mining Co., Limited	200,000	41	10-10	Int. of 5 p. c. on a/c. of 1900	\$59, sales
Oliver's Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	B 45,000	\$5	\$4	None	\$180, buyers
Do. Preference	70,000	81	81	First year	10 cents, 40 cents.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Sp. et 12 p. c. bonus for 1 year ended 30-6-1900	\$45 p. c. = \$500.25
Hongkong and Whampoa Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. c. on account of 1900	\$64, sellers
Wharf and G. Co., Ltd.	2,600	\$100	\$371	Int. of \$11 on account 1900 = 22 p. c. for 1899	\$61, buyers
Wanchai Warehouse and Storage Co., Ltd.	8,000	\$62	\$62	22 p. c. for 1899	\$204, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$185, sales
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	Int. \$1.50 on acct. 1900	\$62.
West Point Building Company, Limited	12,500	\$50	\$50	10 p. c. for half year ending 30-6-1900	\$119, sellers
Hongkong Hotel Company, Ltd.	12,000	\$50	\$50	Int. \$2 p. c. on acct. 1900	\$51.
Oriente Hotel Co., Limited	7,000	\$50	\$50	First year	\$11, sales & buyers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p. c. for 1899	\$52.
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Fr.100	Fr.100	31 p. c. for period ending 31-7-10-7-10	Fr. 60
International Cotton Co., Ltd.	10,000	Fr.100	Fr.100	3 p. c. on account 98	Fr. 60
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Fr.100	Fr.100	4 p. c. on account 98	Fr. 60
Soy Chee Cotton Spinning Company, Ltd.	2,000	Fr.100	Fr.100	4 p. c. for period ending 31-12-97	Fr. 375
Yahlong Cotton Spinning Co., Ltd.	7,000	Fr.100	Fr.100	None	Fr. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$8, buyers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1900 on o. Capt	\$10, sales
China Borneo Co., Ltd.	7,500	\$20	\$16	None	\$31, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final 10 p. c. on acct. 1900	\$16, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	Int. 11 p. c. for 99	\$10.50, sellers
Hongkong and China Gas Company, Limited	7,000	210	210	7 cents per share	\$2, sellers
Hongkong Sops Mfg. Co., Ltd.	10,000	\$50	\$10	10 p. c. for 1898	\$118, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. c. for 1899	\$170, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. c. on acct. 1900	\$52, sales & sellers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	30-11-99	\$170.
Dairy Farm Co., Ltd.	10,000	\$72	\$90	6 p. c. for 1899	\$81, buyers
Chunichad & Co., Ltd.	2,000	\$25	\$20	\$1 for 1899	\$8.
H. K. & China Bakery Co., Ltd.	900	\$50	\$50	15 p. c. for 1899	\$80.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. c. for 1899	\$20.
Bell's Asbestos E. Agency, Ltd.	10,000	21	21	75c. per share for 1899	\$84.
United Asbestos Oriental Agency, Limited	8,000 ordy.	\$10	\$4	\$29 1/2 for 1899	\$80.
Tebrun Planting Co., Ltd.	50,000	\$20	\$10	80 cents per share	\$5, sellers
China Provident Loan Co., Ltd.	50,000	\$20	\$10	Int. \$2 p. c. on acct. 1900	\$9.75, sales & buyers
Watkins Limited	10,000	\$10	\$10	8 p. c. for 1899	\$10, sales & sellers
Universal Trading Co., Ltd.	50,000	\$20	\$10	None	\$34, buyers
CLEAR COMPANIES.					
Alhambra, Limited	200	\$500	\$500	25 p. c. for 1899 = \$0.625	\$1,500
La Commercial, Limited	200	\$500	\$500	Int. of 10 p. c. for 1899	\$1,000
Hensland, Limited	750	\$100	\$100	First year	\$110
La Favorita, Limited	130	\$500	\$500	First year	\$650

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines & Spirits.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO.
22, Bank Buildings.
Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

NOW READY.
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ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.
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